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AUTHORITY

AGO D/A ltr, 29 Apr 1980

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DEPARTMENT OF THE ARMY  
OFFICE OF THE ADJUTANT GENERAL  
WASHINGTON, D.C. 20310

AD825104

IN REPLY REFER TO

AGAM-P (M) (11 Sep 67) FOR OT RD-670404

13 September 1967

SUBJECT: Operational Report - Lessons Learned, Headquarters, 507th Transportation Group (Movement Control)

TO: SEE DISTRIBUTION

1. Forwarded as inclosure is Operational Report - Lessons Learned, Headquarters, 507th Transportation Group (Movement Control) for quarterly period ending 30 April 1967. Information contained in this report should be reviewed and evaluated by USACDC in accordance with paragraph 6f, AR 1-19 and by USCONARC in accordance with paragraph 6c and d, AR 1-19. Evaluations and corrective actions should be reported to ACSFOR OT within 90 days of receipt of covering letter.

2. Information contained in this report is provided to the Commandants of the Service Schools to insure appropriate benefits in the future from lessons learned during current operations, and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

*Kenneth G. Wickham*

KENNETH G. WICKHAM  
Major General, USA  
The Adjutant General

1 Incl  
as

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FOR OT RD  
670404

*Incl. 432*

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*Paul. Chy...*  
*Dept. of Army*  
*March 1968*  
*OT-RP*  
JAN 1968

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HEADQUARTERS  
DEPARTMENT OF THE ARMY  
507TH TRANSPORTATION GROUP (Movement Control)  
APO San Francisco 96309

AVGI-SP

15 May 1967

SUBJECT: Operational Report of Lessons Learned for Quarterly Period  
Ending 30 April 1967, Report Control Symbol CSFOR-65

SECTION 1

SIGNIFICANT ORGANIZATIONAL ACTIVITIES

The 507th Transportation Group (Movement Control) was designated Traffic Management Agency - MACV by MACV General Order Number 302, 9 March 1966. During the months of February, March, and April 1967, the Group continued to perform its primary missions of coordinating MACV's transportation movements and managing MACV's Common User Transportation resources. During this period, primary emphasis was placed in the following areas:

1. Passenger and cargo movements:

	<u>AIR</u>	<u>WATER</u>	<u>RAIL</u>
	<u>Pax</u>	<u>Cargo S/T</u>	<u>Cargo S/T</u>
Feb	174,088	50,022	71,477
Mar	206,679	58,781	90,614
Apr	<u>200,193</u>	<u>60,340</u>	<u>94,476</u>
Total	580,960	169,143	279,566

	<u>Cargo S/T</u>
Feb	19,264
Mar	23,346
Apr	<u>27,301</u>
Total	69,911

2. Internal reorganization of the Management Directorate of TMA-Hqs.

As reported in the previous quarter's report the Management Directorate was reorganized into a Statistics and Analysis Division and a Plans, Policies and Procedures Division. In April, a third Division, Special Projects was created from the existing assets of the Management Directorate. This new Division is responsible for monitoring of Milstamp changes, implementation of CONEX control procedures, maintenance of Activity Address Code Directory for RVN and development of ADPS reporting program for RVN transportation reports.

3. During the past quarter, a leveling off of the military build-up in manpower and supply tonnages was experienced, however military operations

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within RVN increased, requiring the establishment and relocation of Traffic Management functions in order to give the best possible service. On 8 March 1967, a District Traffic Office located at Bien Hoa was relocated at Long Binh. From this location the DTO can better effect coordination with II FFV which is responsible for all III & IV Corps activities. MAC Channel passenger and cargo service direct to CONUS was established at Pleiku on 1 March 1967.

4. Normal Operations:

Throughout the eighty-nine (89) days of the reporting period TMA carried on normal operations.

SECTION 2

COMMANDERS OBSERVATIONS AND RECOMMENDATIONS

PART I: Observations (Lessons Learned)

1. Personnel: None
2. Operations:

Physical Security

ITEM: Maintenance of Internal Security by organic personnel.

DISCUSSION: During the early part of February this Unit assumed the responsibility for maintenance of internal local security. It soon became apparent that additional training was required in the areas of controlling circulation of civilians, observation of access to and from the compound installation, and methods of search, inspection and detention. This additional training was accomplished by use of Unit training classes taught by Military Police Instructors. It was also found that periodic refresher training is necessary for maintenance of proficiency and for qualification of newly arrived personnel.

OBSERVATION: Personnel, regardless of MOS, must be thoroughly trained in local security procedures either prior to arrival in Vietnam or immediately after arrival.

Traffic Management Seminar

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ITEM: A Second Traffic Management Seminar was sponsored by Hqs TMA-MACV on 3 and 4 April 1967.

DISCUSSION: The first Traffic Management Seminar was held 7-8 November 1966. The great response to this seminar and the improved service resulting from a better understanding of procedures and services gained by participants, indicated a need for periodic seminars to continue improvement. Therefore, a second seminar was scheduled on 3 and 4 April 1967. Transportation representatives from MACV, USARV, 7thAF, III MAF, COMNAVFORV, ROKFORV, RVNAF, VNRE, RMK-BRJ, I FFV, II FFV, 1st Log Cnd, and the various Area and Sub-area commands attended.

OBSERVATION: The Traffic Management Seminar has provided an ideal forum for persons involved in Transportation in RVN to hear of latest Transportation developments in RVN, learn how others in the field are solving problems, and make known their own views as to how Transportation service throughout RVN can be improved.

#### Highway Regulation

ITEM: The need for highway regulation in the central provinces is decreasing proportionally to the amount of road improvement taking place.

DISCUSSION: The greater part of road movement is on two lane highways on which regulation is not required. Representation by Security Force/Military Police on these roads is required for the purpose of informing convoy commanders of their responsibilities enroute.

OBSERVATION: Regulation personnel should be replaced by representatives of the Security Force and/or Military Police to provide information only. Directives by Field Force Hqs prescribing open times of the road would prevent conflict of interest.

#### Sealift Operations

ITEM: Routing of shipping contract vessels.

DISCUSSION: A number of shipping contract vessels arrived in country stowed for two port discharge however vessels were only routed to one port for discharge. In order to route the vessels to the second port it was necessary to request that COMSTS renegotiate the contract with the vessel agent or the steamship lines. The problem was pointed out to COMSTS and MTMTS request-

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ing that vessel routing and cargo discharge requirements be brought into alignment.

OBSERVATION: Milstamp cargo traffic messages and vessel routing have been aligned for shipping contract vessels resulting in a savings of money and manpower.

ITEM: Retrograde Surface Mail to CONUS.

DISCUSSION: Retrograde surface mail to CONUS in some instances was being loaded on vessels that were making a number of port calls before sailing to CONUS, resulting in the slow movement of surface mail. The problem was pointed out to MSTSO Vietnam and MSTSE. As a result MSTSE authorized MSTSO Vietnam to nominate vessels for retrograde mail.

OBSERVATION: Mail is being cleared for vessels that are sailing direct from RVN to CONUS resulting in quicker surface mail service.

ITEM: Timely receipt of cargo clearance orders.

DISCUSSION: Frequently cargo clearances orders to load vessels with retrograde cargo are received after a vessel goes on berth. Oftentimes this does not allow sufficient time to nominate cargo, make pre-stow plans, call cargo forward, and load the cargo. The problem was pointed out to MSTSE.

OBSERVATION: Cargo clearance orders are being received in most cases prior to vessel going on berth to discharge.

ITEM: Reduction of the length of time that deep draft shipping remains in RVN waters results in minimizing demurrage payment costs and realizing more efficient utilization of shipping.

DISCUSSION: In December 1966, action was taken to correct RVN port capabilities which had previously been over stated. By means of semi-weekly Telecon, TMA is able to advise PAMPA on how much cargo to book for each port, thus controlling the amount of cargo in the pipeline, and backlogs in the ports. Optimum working figures for number of vessels and number of days in port were established in each port and periodically updated. The optimum wait period is held as near to zero as possible while still providing sufficient replacement ships to maintain the optimum work figure. Ships with less than 1500 MT of general cargo or 1000 MT of ammo are not placed in hold. Ships are diverted as soon as TMA receives information that there is a need to divert.

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OBSERVATION: Vessel demurrage has shown a steady decrease since implementation of measures described above. Working, waiting and holding statistics are approaching desirable figures, and movement requirements are being met.

#### Airlift Operations

ITEM: Retrograde air cargo.

DISCUSSION: With the increased requirement for retrograde shipment of repairables, it was found that the procedures of the shipper delivering the cargo to the aerial port immediately without regard to available space was creating congestion. In order to accommodate retrograde shipment of large items such as M113s and Howitzers and to fully utilize the retrograde capability of MAC and 315th Air Division a booking and call forward system for retrograde cargo has been initiated.

OBSERVATION: Utilization of the booking and call-forward system has relieved the congestion of retrograde cargo at aerial ports.

3. Training and Organization: None
4. Intelligence: None
5. Logistics: None
6. Other: None

PART II: Recommendations - None



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AVHGC-DST (15 May 67)

1st Ind

SUBJECT: Operational Report-Lessons Learned for the Period Ending  
30 April 1967 (RCS CSFOR-65)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96307 2 JUN 1967

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-OT,  
→ APO 96558

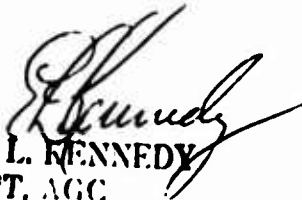
Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D. C. 20310

1. This headquarters has reviewed the Operational Report-Lessons  
Learned for the period ending 30 April 1967 from Headquarters, 507th  
Transportation Group (Movement Control).

2. Reference item concerning highway regulation, page 3: Highway  
regulation personnel are necessary to coordinate with other traffic head-  
quarters, and to receive, record, and disseminate traffic information.  
The extent of traffic regulation exercised depends upon the amount of  
movement expected. If heavy movement is foreseen, highway regulation must  
be applied. The more suitable the road network, the more available it  
becomes for military traffic, often causing the roadway capabilities to  
approach saturation, and requiring highway regulation. Coordination with  
Headquarters, II Field Force Vietnam indicates that the highway regula-  
tion center at Long Binh is providing responsive service to all II Field  
Force Vietnam elements.

FOR THE COMMANDER:

1 Incl  
nc

  
E. L. KENNEDY  
CPT, AGC  
Asst Adjutant General

GPOP-DT(15 May 67)

2d Ind

SUBJECT: Operational Report-Lessons Learned for the Period Ending  
30 April 1967 (RCS CSFOR-65), HQ 507th Trans Gp (Movement Con)


HQ, US ARMY, PACIFIC, APO San Francisco 96558 15 JUL 1967

TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D. C. 20310

1. This headquarters concurs in the basic report as indorsed.

2. Reference paragraph 2, Part I, Section 2, Item - Retrograde Air Cargo. It is agreed that the booking and call forward system will relieve the congestion at arial ports, but it does not relieve the congestion of air retrograde cargo being held at distant locations by the consignor. This headquarters has stressed the need for establishing holding points, for air retrograde cargo, at or adjacent to arial outshipment ports. This type of holding point is especially needed at Qui Nhon and Saigon areas due to the distance between cargo holding areas and the arial outshipment ports.

FOR THE COMMANDER IN CHIEF:

  
H. SNYDER  
CPT, AGC  
Asst AG

1 Incl  
nc